

1-23. (CANCELED)

24. (NEW) A multi-step reduction gear in planetary construction, especially an automatic transmission for a motor vehicle, including a drive shaft (1) and an output shaft (2), which are arranged in a housing (G), first, second and third single rod planetary gears (P1, P2, P3), at least seven rotational shafts (1, 2, 3, 4, 5, 6, 7), as well as at least six shifting elements (03, 04, 14, 17, 36, 56), including brakes and clutches, whose selective engagement brings about different gear ratios between the drive shaft (1) and the output shaft (2), so that seven forward gears and one reverse gear can be realized, a drive takes place through a first shaft (1), which is continuously connected with a sun wheel of the first planetary gears (P1), output takes place through a second shaft (2), which is continuously in connection with an annulus of the second planetary gear set (P2) and an element of the third planetary gears (P3), a third shaft (3) is continuously connected with an annulus of the first planetary gears (P1), a fourth shaft (4) is continuously connected with a rod of the second planetary gears (P2) and a further element of the third planetary gears (P3), a fifth shaft (5) is continuously connected with a further element of the first planetary gear set (P1), a sixth shaft (6) is continuously connected with a sun wheel of the second planetary gears (P2), a seventh shaft (7) is continuously connected with a sun wheel of the third planetary gears (P3), whereby the third shaft (3) can be coupled to the housing (G) through a first brake (03), the fourth shaft (4) can be coupled to the housing (G) through a second brake (04), a first clutch (14) detachably connects the first shaft (1) and the fourth shaft (4) with each other, a second clutch (17) detachably connects the first shaft (1) and the seventh shaft (7) with each other, a third clutch (36) detachably connects the third shaft (3) and the sixth shaft (6) with each other, and whereby a fourth clutch (56) detachably connects the fifth shaft (5) and the sixth shaft (6) with each other.

25. (NEW) The multi-step reduction gear according to claim 24, wherein the drive shaft (1) is continuously connected with the sun wheel of the first planetary gears (P1) and the fifth shaft (5) is continuously connected with a rod of the first planetary gears (P1).

26. (NEW) The multi-step reduction gear according to claim 24, wherein the drive shaft (1) is continuously connected with a rod of the first planetary gears (P1) and the fifth shaft (5) is continuously connected with the sun wheel of the first planetary gears (P1).

27. (NEW) The multi-step reduction gear according to claim 24, wherein the output shaft (2) is connected with the annulus of the second planetary gears (P2) and an annulus of the third planetary gears (P3), and the fourth shaft (4) is continuously in connection with the rod of the second planetary gears (P2) and a rod of the third planetary gears (P3), whereby the first planetary gears (P1) and the third planetary gears (P3) are constructed as positive planetary gears and the second planetary gears (P2) are constructed as negative planetary gears.

28. (NEW) The multi-step reduction gear according to claim 27, wherein the second planetary gears (P2) and the third planetary gears (P3) are combined as Ravigneaux planetary gears with a common rod and a common annulus.

29. (NEW) The multi-step reduction gear according to claim 24, wherein the second shaft (2) is connected with the annulus of the second planetary gears (P2) and a rod of the third planetary gears (P3), and the fourth shaft (4) is continuously connected with the rod of the second planetary gears (P2) and an annulus of the third planetary gears (P3), whereby the second planetary gears (P2) and the third planetary gears (P3) are constructed as negative planetary gears, and the first planetary gears are constructed as positive planetary gears.

30. (NEW) The multi-step reduction gear according to claim 24, wherein additional free wheelings can be used on any suitable position.

31. (NEW) The multi-step reduction gear according to claim 30, wherein the free wheelings are provided between the drive, output, third, fourth, fifth, sixth and seventh shafts (1, 2, 3, 4, 5, 6, 7) and the housing (G).

32. (NEW) The multi-step reduction gear according to claim 24, wherein the drive and output are provided on a same side of the housing.

33. (NEW) The multi-step reduction gear according to claim 24, wherein one or more of an axle and a distributor differential is arranged on a drive side or an output side.

34. (NEW) The multi-step reduction gear according to claim 24, wherein the drive shaft (1) is separable from a drive motor through a clutch element.

35. (NEW) The multi-step reduction gear according to claim 34, wherein the clutch element is one of a hydrodynamic converter, a hydraulic clutch, a dry starting clutch, a wet starting clutch, a magnetic powder clutch, or a centrifugal clutch.

36. (NEW) The multi-step reduction gear according to claim 35, wherein an external starting element can be arranged behind the transmission in a direction of a force of flow, whereby the drive shaft (1) has a fixed connection with the crankshaft of the motor.

37. (NEW) The multi-step reduction gear according to claim 24, wherein starting takes place using a shifting element of the transmission, whereby the drive shaft (1) is continuously connected with a crankshaft of a motor.

38. (NEW) The multi-step reduction gear according to claim 37, wherein the fourth clutch (56) or the second brake (04) can be used as a shifting element.

39. (NEW) The multi-step reduction gear according to claim 24, wherein a torsion vibration damper can be arranged between a motor and the transmission.

40. (NEW) The multi-step reduction gear according to claim 24, wherein a wear-free brake can be arranged on each of the at least seven shafts.

41. (NEW) The multi-step reduction gear according to claim 24, wherein an auxiliary output can be arranged on each of the at least seven shafts for driving additional units.

42. (NEW) The multi-step reduction gear according to claim 41, wherein the auxiliary output can be arranged on one of the drive shaft (1) or the output shaft (2).

43. (NEW) The multi-step reduction gear according to claim 24, wherein the shifting elements are constructed as one of load-shifting clutches or brakes.

44. (NEW) The multi-step reduction gear according to claim 43, wherein one or more disk clutches, strap brakes and cone clutches can be used as the shifting elements.

45. (NEW) The multi-step reduction gear according to claim 24, wherein one or more of form-locking brakes and clutches are provided as the shifting elements.

46. (NEW) The multi-step reduction gear according to claim 24, wherein an electrical machine can be installed on each of the at least seven shafts as one or more of a generator and as an additional drive machine.